Notes for Indy article before uncovered a previously published article in CH

The screech of tires on asphalt, the jet-like sound of engines straining to their limits, the smell of gasoline, oil and burning tire rubber and the roar of the crowd as these machines scream past the bandstand, over and over, lap after lap. Granatelli, Unser, Andretti and Foyt are only the best-known names of hundreds of professional drivers that have worn down the road surface over a century; the names plastered on the car bodies by their sponsors, most well-known such as STP, Mobil, Havoline, Castrol; others, not so much, here comes one now… *Chirop*….what was on the side of number twenty-six? Here it comes again…*Chiropractic Spe*….one more time as the small, black Indy roadster roars by…***Chiropractic Special***. There it goes lap-after-lap to complete the five-hundred miles of the Forty-First Indianapolis 500. Thousands watched on that sunny Memorial Day Weekend of 1957 as the Chiropractic Special came in second place in the premier race competition in this class.

UNITED STATES AUTOMOBILE RACING

The two major types of automobile racing in the United States are stock car and IndyCar; each has its own tracks, standards, awards and machines. This article investigates the chiropractic professions involvement with this sport in the 1950s.

Stock car is the most popular form of the two classes with the Daytona 500 standing as the unofficial emblem of the sport. As originally conceived, professional drivers raced cars right off of the production lines as the name indicates – a "stock" car. The racecar's exterior does resemble its stock counterpart but that's where the similarities stop. Significant modifications to virtually all systems result in cars with much greater power than would ever roll off a production line. The National Association for Stock Car Auto Racing (NASCAR) was founded just after the Second World War ended and continues today as the most important sanctioning body. The Sprint Cup and the Nationwide are the two largest NASCAR-sanctioned series of stock-car races.

IndyCar races are for drivers of professional-level, single-seat open wheel auto racing (of which the Indianapolis-500 is the marquis event). The cars usually have aerofoil wings in the front and rear to increase the downward forces to the tires which increases the amount of friction which allows for greater speed. For the first half of the 1950s sanctioning was a function of the American Automobile Association (AAA) as it had been since 1909. Beginning in 1956, finishing out the decade and lasting well into 1990s, the United States Auto Club (USAC) performed this function. The National Championship is the premier race series for these events and is more-recently referred to as the IndyCar Series.

This mid-decade drop by the AAA followed a particularly disastrous year of auto racing. One hundred spectators were injured and eighty-four killed in what remains the worst automobile racing accident in history. The start of the 24 Hours of Le Mans on the 11th of June in 1955 was unremarkable. Two hours into the day-long race, number twenty, a Mercedes-Benz 300 SLR became airborne after striking the rear of an Austin-Healey 100. Slamming into an earthen mound built to protect spectators, the car's bonnet, front

axle and heavy engine block broke free and tumbled into the crowd. The fuel tank ruptured and ignited the car's high-magnesium content body. The ensuing white-hot fireball killed the driver Pierre Levegh if the impact had not done so already. The fire was made worse when firefighters exasperated the situation by pouring water on the wreck. Water disperses a magnesium-fueled fire and this only intensified the inferno and increased spectator injuries caused by the searing embers as they poured onto the crowds. That same year, and closer to home, six drivers were killed during AAA-sanctioned races in the United States.

DR. RAYMOND N. SABOURIN

Who's Who in Chiropractic International, Second edition (ed: Sidney Scheimer and Larry Scwartz) (Littleton, CO: Who's Who in Chiropractic International Publishing Company, 1980) page211.

1926 graduate of Universal Chiropractic College in Pittsburgh, Pennsylvania; post-graduate chiropractic studies at six other chiropractic institutions; member, board of directors of Universal Chiropractic College, Logan College of Chiropractic, New York Federation of Chiropractors and International Basic Technique Research Institute (I.B.T.R.I.) in Saint Louis, Missouri; faculty (1945), Columbia Institute of Chiropractic, 261 West 71st Street in Manhattan; first vice-president (1948) and president (1951) of I.B.T.R.I.; and charter member, American Chiropractic Association.

Member, board of directors and life-member of USAC from its conception; member, Auto Racing Fraternity Foundation, Incorporated (ARFF), Indianapolis 500 Old Timers and Pocono Speedway; recipient (1974), Man of the Year, ARFF and Hall of Fame status with the International Auto Fan Club.

1948: DR. RAYMOND N. SABOURIN, Flushing, NY: presented the annual "DR. R.N. SABOURIN SCHOLARSHIP AWARD" to Opal Bell of El Dorado, Kansas (sponsored by Dr. R.L. Darling of same city) at the I.B.T.R.I. (International Basic Technique Research Institute) Assembly banquet (15-18 June 1948, DeSoto Hotel, Saint Louis, MO) The award is "equally generous" to the four-year Logan Basic College Scholarship Award of $1260.00. Dr. Sabourin named to 1949 5-member scholarship committee. [Hoyt Thomas, "Scholarship Award Enhances Chiropractic Profession," *The Basic Technician*, September 1948, page 7]

1948: DR. RAYMOND N. SABOURIN, Flushing, NY elected first vice-president of I.B.T.R.I. (International Basic Technique Research Institute) [*The Basic Technician*, September 1948, page 11]

1951: DR. RAYMOND N. SABOURIN, Flushing, NY elected president of I.B.T.R.I. (International Basic Technique Research Institute) [*The Basic Technician*, Nov-Dec 1951, page 14]

1954 (1 February): NY Supreme Court (Appellate Division) reverses lower court guilty verdict against Sabourin for crime of "wrongfully practicing medicine."

RACERS

From: legends of nascar at http://www.legendsofnascar.com/Jim_Rathmann.htm

Jim Rathmann (born July 16, 1928 from Alhambra, California) is a former American race car driver who won the Indianapolis 500 in 1960. He drove in the AAA and USAC Championship Car series in the 1949-1950 and 1952-1963 seasons with 42 starts, including the Indianapolis 500 in each of those seasons. Rathmann also participated in the two runnings of the Race of Two Worlds at the Autodromo Nazionale Monza, Italy, winning the 1958 event. He had 6 victories in addition to his Indy 500 win. He also drove in 3 races in the NASCAR series from 1949-1951.

Jim competed in 14 Indianapolis 500-Mile Races, finishing as runner-up three times (1952, 1957, driving the Chiropractic Special, and 1959) before finally triumphing in 1960 in what many feel was the greatest Indianapolis 500 ever.

In 1957, driving the Chiropractic Special, he almost won the USAC National Championship title. With a second-place finish at Indianapolis and a **first in the Milwaukee 200**, he found himself leading in points. (Also 5th at Rex Mays Memorial; 6th in the Trenton 100; He showed up for the final two races of the year, on the dirt tracks of Sacramento and Phoenix, but was unable to hold off the onslaught by dirt-track specialist Jimmy Bryan.)

Since retiring, Rathmann has owned Jim Rathman Chevrolet/Cadillac at 3300 North Federal Highway in Melbourne, Florida. The dealership now is Melbourne Chevrolet at 800 S HARBOR CITY BLVD MELBOURNE, FL 32901 (2008)

Melbourne Chevrolet
800 S Harbor City Blvd
Melbourne, FL 32901-1907
(321) 723-3611 f: (321) 726 4235

Richard R Rathmann
James T Rathmann
(same address)

He is currently the oldest living winner of the Indy 500. Rathmann was inducted into the **Motorsports Hall of Fame of America on August 15, 2007** in Detroit.

Racers WIKIPEDIA:

Bob Veith (November 1, 1926 in Tulare, California – March 29, 2006 in Santa Rosa, California) was an American racecar driver. Veith drove in the AAA and USAC Championship Car series, racing from 1955 to 1968 with 63 starts. He finished in the top ten 37 times, with a best finish of 2nd twice, both in 1958. Veith qualified for his first Indianapolis 500 in 1956, finishing 7th that year to win the Rookie of the Year award. After another top 10 finish the next year, he qualified 4th in 1958 but was knocked out of the race in a first lap accident that killed Pat O'Connor. He competed in the 500 eight more times, with his last start coming in 1968.

BILL CHEESBOURG

(June 12, 1927 Tucson, Arizona – November 6, 1995 Tucson, Arizona)He drove in the USAC Championship Car series, racing in the 1956-1962 and 1964-1966 seasons with 31 starts, including the Indianapolis 500 races in 1957-1959, 1961, 1964, and 1965. He finished in the top ten 8 times, with his best finish in 7th position in 1959 at Daytona and in 1966 at Fuji.

JIMMY DAVIES

(August 18 1929 Glendale, California – June 11, 1966 Chicago, Illinois) was an American racecar driver in Champ cars and midgets. He was the second man to win three USAC National Midget Championships. When Davies won the 100-mile (160 km) AAA Championship race at Del Mar, California on November 6, 1949 - aged 20 years, 2 months, 29 days, he became the youngest driver to win a race in a major U.S. open wheel series, a record not broken until Marco Andretti won the IRL race at Sonoma, California in 2006.

In both races where he drove a Chirop Spec (1958 Milwaukee 200 & 1958 DuQuoin 100) his car was # 16

DICK RATHMAN

(born January 6, 1924 Los Angeles, California – February 1, 2000 Melbourne, Florida)In 1956, he returned to the USAC Championship Car series, racing in the 1956-1964 seasons with an additional 41 starts, including the Indianapolis 500 races in 1956 and 1958-1964. He finished in the top ten 21 more times, with his best finish in 2nd position in 1959 at Daytona. Dick sat on the pole for the 1958 Indianapolis 500. On the first lap, he and fellow front-row starter Ed Elisian raced into turn 3 and started a chain-reaction accident which involved 15 cars and cost the life of Pat O'Connor. With that accident, Rathmann became the first Indy pole-sitter to complete no laps.

CARS

From: Joe Scalzo, Indianapolis Roadsters, 1952 – 1964 (Osceola, WI : MBI Pub., 1999) p. 11:

Quincy David "Quin" Epperly "Quin [Epperly] had previously designed an upright roadster of his own, the Hopkins-Chiropractic, which came in second and fifth in the 1957 and 1958 500s, then won the 1957 Milwaukee 200. Still Epperly welcomed the low-belly lay-down concept as an improvement and proceeded and spent the fifties and early sixties creating five of them, all heartbreakers." [check stats against Wikipedia below]

WIKIPEDIA:

Offenhauser was a United States of America racing engine manufacturer that operated from 1933 to 1983. The Offenhauser engine, familiarly known as the "Offy", was developed by Fred Offenhauser and it dominated American racing, winning the Indianapolis 500 24 times. From 1950 through 1960, Offenhauser-powered cars won the Indy 500 and achieved all three podium positions, winning the pole position in 10 of the 11 years.

Quincy David "Quin" Epperly**,** Mar. 3, 1913-Jan. 7, 2001, was an American car racing constructor. In the late 40's, he went to work for Frank Kurtis building racing car bodies. During the mid 50's Quin opened his own shop where he placed the Offy four cylinder engine on its side, a radical design, which allowed for better high-speed aerodynamics and weight distribution. Epperly cars competed in 5 FIA World Championship races - the 1955, **1957, 1958**, 1959 and 1960 Indianapolis 500, winning the race in 1957 and 1958.

Kurtis Kraft was a designer and builder of race cars. The company was founded by Frank Kurtis in the late 1930s. Kurtis Kraft designed and built several types of racing cars including USAC Championship Cars. Kurtis-Kraft created 120 Indianapolis 500 cars, including five winners.

MARKETING/ADVERTISING

Sponsorship 1950 whole racing season sponsorship cost $5,000 for high-end driver. Currently: Minor Sponsorship - offers identification on race car, driver and personnel uniforms and support vehicles and equipment; sponsorship prices start at $100,000.

Spectators: The first "500" was held on May 30, 1911 at the Speedway with 80,200 spectators. In 1950 estimate was 130,000 people; 1960 the figure jumped to 200,000.

CAR OWNERS

- **Hopkins Chiropractic Special 1957**

Indy 500 1957:
owner Lindsey Hopkins; Hopkins Chiropractic sponsored #26 driven by Jim Rathman; Epperly/Offenhauser; finished 2nd;
Hopkins owned a '56 non-chiropr entrant and none in '58

owner:? (Hopkins?); (?Hopkins?) Chiropractic sponsored #29 driven by Bud Clemens; Shilala/Offenhauser; DNQ

- **McNamara Chiropractic Special 1958, 1959**

Indy 500 – 1958: owner: Elkins; McNamara Chiropractic Special # 97, finished 27th; accident, Dick Rathman; Watson/Offy. Official Indy 500 site lists sponsor only as "McNamara"

Indy 500 – 1959: McNamara Chiropractic Special, #73, finished 20th; pit fire, Dick Rathman; Watson/Offy; Official Indy500 site lists sponsor as "McNamara Chiropractic"

Indy 500 – 1960 Jim Robbins purchased the McNamara Chiropractic Special; #97, [no longer CH. SP.]finished 31st; Dick Rathman; brake line failure (1 of 3 cars Robbins has entered)

- **Ray Brady Chiropractic Special 1958, 1959?**

Indy 500 – 1958: Ray Brady Chiropractic sponsors car # 58, driven by Van Johnson that was wrecked in practice.

Indy 500 – 1959: "Ray Brady Special" is the name of car No. 58, driven by Jimmie McWithey finish 16; Kurtis 500c/Offy 1952 Kurtis 4000 346/Offenhauser

Race totals between 1909 &1970:
Ray Brady total of 61 races: 1949 Indy 500 – not chiro; 1950 – not chiro; dnq;
Dr. RAYMOND N. Sabourin, DC total of 14 races: 1950 Milw 200
Lindsey Hopkins total of 237 races
Lindsey Hopkins with Motor Racers Inc total of 11 races

TEAMS

Lindsey Hopkins **TEAMS: 448 races thru 2000**
Walt Faulkner: 1953: Dr. Sabourin *[unclear which is the team]*

EVENTS

1950 Milwaukee 200 only race w/Sanbourin in 1950
Sanbourin with Granatelli; Johnnie Parsons, Car # 1, finish 11; driving Kurtis 3000/Offenhauser; DNF broken piston

1951 100-Lap Chiropractic Special 8/7
AAA-sanctioned midget race @ Walsh Stadium, Saint Louis, MO; winner: Neal Carter (1999 inductee, National Midget Auto Racing Hall of Fame, Sun Prairie, WI)

1951 & '52: Sanbourin and Chiropractic do not appear as sponsors in Indy 500

1953

1953 Springfield 100
Sanbourin, driver: Tom Hinnerschitz, No. 56, finish 12, driving a DelRoy/Offy

1953 Syracuse 100
Sanbourin, driver: Tom Hinnerschitz, No. 56, finish 14, driving a DelRoy/Offy; stopped 29 laps engine vibration

1953 Indianapolis 500
Sanbourin, driver: Cal Niday, No. 56, DNS too slow, driving a DelRoy/Offy

1954

1954 New York City 2/6
"Chiropractic at the Speedway" at International/World Motor Sports Show @ Madison Square Garden

1954 Indianapolis 100 9/18
Sanbourin, driver: Al Keller, No. 1, DNS too slow, driving a PAWL/Offy

1954 Indianapolis 500 5/31
Sanbourin, driver: Rodger Ward, No. 12, finish 22, driving a PAWL D/Offy; after 172 laps – "stalled BS"; relief driver for laps 94-160 was Eddie Johnson

1954 Milwaukee 200 8/29
Sanbourin, driver: Sam Hanks, No. 1, finish 6, driving a PAWL/Offy

1955

1955 Williams Grove 25 7/31
Sanbourin, driver: Russ Klar, No. 37, DNS, driving a PAWL/Offy

1955 Langhorne 100 6/19
Sanbourin, driver: Duane Carter, No. 37, finish 10, driving a PAWL/Offy; "flagged"

1955 Indianapolis 500
Sanbourin, The *Dr. Sabourin Special*, driver: Eddie Russo, No. 37; start: 13, finish: 22; PAWL chassis, Offenhauser engine; DNF due to ignition;

1956

1956 [Sabourin & chiropractic do not appear among list of '56 qualifiers or non-qual for Indy 500 or any other race]

1957

1957 Indianapolis 500 5/30 **2 CARS SPONSORED both Lindsey Hopkins**
Hopkins Chiropractic, driver: Jim Rathmann, No. **26**, finish 2; Epperly/Offy
(Hopkins?) Chiropractic, driver: Bud Clemons, No. 59; DNQ; driving: Shilala/Offy

"Was One Special Event
Hanks roared into the lead, led 136 laps and beat Jim Rathmann to the checkered flag by 21 seconds. His 135.601-mph average broke [Bill] Vukovich's existing record by nearly five miles per hour.
In the first USAC stock-car race a month after the 500, [Sam] Hanks won a 300-mile contest at Trenton, N.J. [Sam Hanks was a soft-spoken and personable Californian who had been on the Indy scene since 1940. Sam had participated in 11 Indy 500s.]"

Ray Brady sponsored *Ray Brady Special*, car #**15**, driven by Tony Bonadies; Kurtis 500C/Offy; wrecked in practice and car #58, driven by Andy Furci; Schroeder D/Offy; DNQ

1957 Rex Mays Memorial Milwaukee 100 6/9
Hopkins Chiropractic sponsors No. **26** driver Jim Rathman, finish 5th; Epperly/Offy

1957 Trenton 100 9/29
Hopkins Chiropractic sponsors No. **26** driver Jim Rathman, finish 6th; Epperly/Offy

1958

1958 Indianapolis 500 5/30 or 31
Elkins; *McNamara Chiropractic Special*; driver: Dick Rathman, No. 73 (given incorrectly as 97): Chassis: WATSON/Offy; finish 27th; accident; *[s/n 4 – TOM MALLOY refers to 07 Lag. Seca]* also

Elkins; McNamara also sponsored car No. 83; driven by Shorty Templeman

[owner unk] Ray Brady sponsored *Ray Brady Chiropractic Special*, car # **58**, driven by Van Johnson; Kurtis 500C/Offy; wrecked in practice. (renumbered 1957s 15 to 58)

1958 Rex Mays Memorial Milwaukee 100 6/8
*Chiropractic sponsors No. **16**, driven by Bill Cheesbourg; Finish 12; Kurtis 4000/Offy*

1958 Langhorne 100 6/15
*Chiropractic sponsors No. **16**, driven by Bill Cheesbourg; Finish 10; Kurtis 4000/Offy*

1958 Atlanta 100 7/4
*Chiropractic sponsors No. **16**, driven by Bill Cheesbourg; Finish 10; Kurtis 4000/Offy*

1958 Milwaukee 200 8/24
*Chiropractic sponsors No. **16,** driver Jimmy Davies DNF ran outta gas; Kurtis 4000/Offy*

1958 DuQuoin 100 9/1
*Chiropractic sponsors No. **16**, driver Jimmy Davies DNF; Kurtis 4000/Offy*

1958 Trenton 100 9/28
*Chiropractic sponsors No. **16**, driven by Bob Veith; Finish 16; Kurtis 4000/Offy*

1958 Sacramento 100 10/26
*Chiropractic sponsors No. **16**, driven by Bob Veith; Finish 6; Kurtis 4000/Offy*

1958 Bobby Ball Memorial Phoenix 100 11/11
*Chiropractic sponsors No. **16**, driven by Bob Veith; DNF; Kurtis 4000/Offy*

(Unknown who sponsored car #16 above)

1959

1959 Indianapolis 500

[owner unk] *McNamara Chiropractic Special*; driver: Dick Rathman, No. 97, start pos: 4; chassis: Watson; engine: Offy; finished 20th incomplete due to pit fire.

Ray Brady sponsored *Ray Brady Special*, car # **58**, driven by Jim McWithey; Kurtis 500C/Offy; finished #16

There was no "Chiropractic" entry in: Daytona 50 & 100; DuQuoin 100; Trenton 100 & 200; Indy 100 (has "Ray Brady"); Langhorne 100; Milwaukee 100 (has "Ray Brady") & 200; Phoenix 100; Sacramento 100; Syracuse 100 (has "Ray Brady") /

1960 – 1975 or later, there appears no chiropractic sponsors in the Indy 500.

2007

The Monterey Historic Automobile Race at Laguna Seca: **October 2007**

http://www.conceptcarz.com/events/event/198/Monterey-Historic-Automobile-Races-at-Laguna-Seca.aspx

Some of the greatest automotive racing cars in history make the annual journey to Laguna Seca in August for several intense days of racing. **The fully restored McNamara Chiropractic Special ran.**

This years' (2007) event celebrated the 50th anniversary of the Laguna Seca, Brooklands at 100, and the Indy 500. The first purpose-built motor-racing circuit was opened on June 17th, 1907 in Weybridge, Surrey. The track had several intended purposes; it was to be a dedicated racing circuit and club where drivers could reach speeds of 120 mph. The 2.75-mile course was later lengthened to a distance of 3.25 miles and featured large banking sections that reached nearly 30 feet high. During its operation from 1907 through 1939, the Brooklands Speedway would become home to many world speed records. The Monterey Historic Races recognized the Brooklands' track histories and the accomplishments by having several prominent Brookland historic racecars on display throughout the weekend. Included in this group were several Brookland Bentleys, the 21.5 liter Blitzen-Benz, a supercharged 7.1-liter Mercedes 710 SS, and the legendary 24-liter Napier-Railton Special.

Racing has always had many facets with a variety of machines being built to compete in many different classes. During the early days of racing at Laguna Seca, things were no different, and those classes and categories are recognized and honored at the Monterey Historics. Many unique and creative racing specials and one-offs were built during the 1950s and 1960s with many outpacing factory built and funded machines. It is always a treat to see so many of them surviving the ultimate test of time, and still being put through their paces in the California sun.

One of the worlds greatest races is the annual Indy 500. It is held over the Memorial Day weekend in Speedway, Indiana and has become known as 'The Greatest Spectacle in Racing.' It is one of the oldest motorsport events with a legacy that dates back to 1909 as a gravel-and-tar track. It was later paved with 3.2 million bricks earning it the nickname, the 'Brickyard.' During the 1950s and early part of the 1960s, the Indy 500 was dominated by 'Roadsters' powered by alcohol fueled Offenhauser four-cylinder engines. Most were given tubular chassis with many of the mechanical components laying virtually flat. Most have an offset drive shaft which allows the driver to sit beside it, rather than on top of it, allowing for a lower center of gravity. With an abundance of torque produced from the engine, only two gears were needed. First gear was used to get the cars out of the pits; the second was engaged when the car was up to speed. Watson and Kurtis were the two popular builders during this era, constructing many of the cars and achieving many victories between the two. Their reign endured until Colin Chapman revolutionized the racing world with his mid-engined Lotus monopostos.

The Indy 500 historic race car display at Laguna Seca was one of the largest gatherings ever assembled.